

Prince William Sound Supplement

to the
Alaska Boater's Handbook



January 2004

Dear Alaskan:


The Alaska Division of Parks and Outdoor Recreation, Office of Boating Safety is pleased to offer the second edition of the Prince William Sound Supplement to the *Alaska Boater's Handbook*.

Even in Alaska, where superlative outdoor recreational opportunities seem to be all around us, Prince William Sound stands out. Whether fishing, hunting, hiking or sightseeing, visitors to the Sound are rewarded with a world class experience. Because road access to the Sound is limited, most who venture into the Sound do so by boat.

This edition provides important "local" information for boaters. Both powerboaters and paddlers will find, within these pages, many ways to make their Prince William Sound boating experience safer and more enjoyable. While especially useful for those new to the area, even experienced boaters are likely to pick up a valuable tip or two.

Beautiful Prince William Sound is there for all of us to see and enjoy. However, the Sound's peaceful waters can change quickly, challenging the knowledge and skill of even the very experienced. Thoughtful planning and preparation is the way to begin every outdoor adventure, and we in the Division of Parks and Outdoor Recreation hope that your experiences in the Sound are both safe and fun. And please, always wear your life jacket, and encourage those with you to do the same.

Sincerely


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OVERVIEW OF THE SOUND

Magnificent Prince William Sound spans nearly 100 miles east to west, from Whittier to Cordova, and another 100 miles north to south, from Harvard Arm to Montague Strait. It contains nearly 7,000 square miles of ocean, river deltas, tidal flats, forests, mountains and glaciers.

Most of the uplands of the Sound are within Chugach National Forest, predominantly a dense blanket of coastal, old-growth spruce and hemlock forest, interspersed with mile-high mountains and ice fields as big as a small state. Although much of the Sound is public land, numerous private holdings dot the shorelines, and many of these lands are either off limits or the owners allow access only with prior permission. In addition, access to some public lands is restricted or prohibited to protect special cultural or biological features.

This area also hosts an abundance of upland and marine plants and animals, with deer and bear on the mainland and the major islands, seabirds and sea otters along most of the coastline, and whales throughout the Sound. Most streams, other than those too silty from glacial flour, have trout, Dolly Varden and salmon. Halibut, lingcod and rockfish inhabit much of the Sound. While most wildlife and fish are abundant, some species are in decline and harvest is either limited or prohibited. Be sure to check the latest Alaska Department of Fish and Game regulations for rules pertaining to fishing and hunting.

The Sound is sparsely populated, and the towns of Valdez, Whittier, Cordova, Tatitlek and Chenega are each separated by miles of wilderness waterways. A handful of residents also live at a number of remote fish hatcheries. The total population of the Sound is fewer than 8,000. Except for Valdez, Whittier, and Cordova, there are few public boating facilities in the Sound.

Prince William Sound is a fascinating place. Your library or bookstore has a number of books on Prince William Sound geology, glaciers, wildlife, history, and of course, the *Exxon Valdez* oil spill. Read up on the places you plan to visit. A little research will yield big rewards.

From the deep fiords and glaciers of the north to the sandy ocean beaches of the southeast islands, Prince William Sound provides a wide variety of world class boating opportunities. The range of choices in the Sound are limited only by your imagination and, if you are a power boater, your fuel capacity.

Following is a description of some of the places and features that Prince William Sound boaters should know about.

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Valdez and Whittier are the two Prince William Sound communities that are accessible by road.

Valdez

Valdez is located on the north side of Port Valdez in eastern Prince William Sound. The original harbor was located in "Old Town" and construction was completed in 1938. A tsunami wave generated by the 1964 Alaska earthquake, destroyed the harbor, which was relocated to the new town site in 1966.

Valdez harbor is a full-service facility with 511 slips operated by the City of Valdez in conjunction with the State of Alaska. Slips ranging in size from 20 feet to 65 feet, as well as 900 feet of transient dock space are available. Although all slips are currently assigned to tenants, the harbor utilizes a hot berthing system, which allows it to accommodate transient boaters throughout the season.

If you are arriving via the Richardson Highway, please stop by the harbor office located at 300 North Harbor Drive. All operators of boats and trailers are required to register with the harbor office prior to mooring within the harbor. If you are arriving via water, please call the office on marine VHF Ch. 16 to request moorage. Once you are assigned moorage and dock your vessel, go to the office to complete the required paperwork.



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The harbor office is open from 6:00 am to 11:00 pm everyday during the summer and from 8:30 am to 5:00 pm everyday in the winter. The telephone number is (907) 835-4981 and the fax is (907) 835-2958. Email can be directed to vdzsbh@alaska.net and the harbor web page may be viewed at www.cj.valdez.ak.us/harbor.

Valdez harbor offers a wide-range of services to vessel owners at its facilities. A modern vessel maintenance yard was completed in 2002, offering environmentally appropriate work areas to capture and treat all runoff products associated with hull maintenance. There are eight, 20 foot by 60 foot concrete work pads with power and water, available to vessel owners for maintenance work. Other amenities include: a 60 ton marine boatlift, a hydraulic boat trailer capable of handling vessels to 41 feet in length, a tidal grid capable of handling vessels to 120 feet in length, 4,000 pound and 10,000 pound marine cranes, an all tide launch ramp, restrooms, used oil disposal, pay phones, showers and vessel pump-out facility.

Other services available in the community include: two marine fuel docks, marine supply stores, commercial divers, welding and fabrication services, commercial motor carriers, airfreight and package service.

Valdez harbor is proud to participate in the *Kids Don't Float* life jacket loaner program, a cooperative effort with the State of Alaska, U.S. Coast Guard and local sponsors. Life jackets of all sizes are available on the ramps at "B" dock, "I" dock and the harbor office. If you are unable to locate a life jacket, please contact the harbor office.

Whittier

The access to Whittier by road is through the Anton Anderson Memorial Tunnel. The tunnel is shared with the railroad and is scheduled to control traffic. For detailed information on opening times and fees, visit the tunnel web site at <http://www.dot.state.ak.us> or call (907) 472-2584.

Whittier sits on a narrow shelf of land between the Chugach Mountains and the western end of Passage Canal, a deep glacial fiord. This small town of about 300 people, 62 road miles southeast of Anchorage, was established by the U.S. Army during World War II. When the railroad from Whittier to Portage was completed in 1943, Whittier became the main transfer point for troops and supplies in Southcentral Alaska.

The town has a post office, medical clinic, police and fire department, tackle shop, a small grocery store, gas station/fuel dock, hotel, several restau-

OVERVIEW OF THE SOUND

rants and B&Bs, and a number of tour companies, charter boats and kayak liveries. Available marine services include boat watch and boat tow services. No outboard motor repair is currently available. A detailed list of marine services is available at the harbor master's office.

Whittier harbor has 330 moorage spaces for vessels up to 54 feet in length, some dry storage space on shore, two tide grids, four launching ramps (two near the harbor master's office go nearly dry at low tide), a 30 ton marine travel lift, a 2,000 pound dock crane, electricity, fresh water (April-October), pay phones, *Kids Don't Float* loaner lifejackets, fish cleaning stations, showers, used oil collection, and marine sewage holding tank pump out.

The harbor master's office is open 8:00 am to 9:00 pm during the summer and until 5:00 pm in the winter. The staff monitors VHF Ch. 16 and 68. The telephone number is (907) 472-2330 and the fax number is (907) 472-2472. The harbor master can also be reached by e-mail at wharbor@yukon.com. The following information was provided by Whittier harbor:

- Pets must be on a leash and owners must clean up after them.
- When on harbor floats or beach areas, children under 13 should wear PFDs. If under 12, they must be accompanied by an adult.
- The entire harbor is a no-wake zone.
- Property left on the floats more than 24 hours will be impounded.
- Operators of vessels arriving by sea must register at the harbor master's office within four hours.
- Vehicles and boat trailers must be removed from launching areas immediately after launching.
- Fish cleaning is permitted at the established cleaning stations only. Conserve water by turning off faucets after use.
- Operators of vessels are required to radio the harbor master when entering and leaving the harbor.
- Contact the harbor master about where to deposit waste oil and old batteries. There is no collection point for used antifreeze, so vessel owners must take it out of Whittier.
- Garbage may only be deposited in the dumpsters at the head of each ramp.
- Boat holding tanks can be pumped out only at the station on "B" float or at the mobile pump unit.
- No oil or fuel discharge is permitted in the harbor and any sheen is reported to the U.S. Coast Guard.
- Owners of boats moored during the winter must arrange for a boat watch service.
- Filing a float plan is strongly encouraged. The harbor has float plan deposit boxes.

Parking and camping spaces are limited. The City owns parking space for about 300 vehicles, divided among several small parking lots around town. Parking is managed by Alaska Recreational Management. Fees are charged. Clearwater Environmental Inc. also provides parking for a fee.

Passage Canal

Some boaters, with limited time or open water boating experience, may opt to stay in the Passage Canal area. A leisurely ten-mile trip along Passage Canal takes you past a large seabird rookery, several spectacular waterfalls and breathtaking mountain scenery. If you're lucky, you may spot seals, porpoises or even whales.

State Marine Parks

The State of Alaska, Division of Parks and Outdoor Recreation, manages 14 State Marine Parks in Prince William Sound, many with desirable anchorages and campsites. In the Whittier area they are located at:

Decision Point, near the entrance of Passage Canal, on the south side, eight miles from Whittier;

Entry Cove, near the entrance of Passage Canal, on the north side, 10 miles from Whittier;

Ziegler Cove, three miles northeast of Entry Cove, on the west side of Port Wells;

Bettles Bay, nine miles northeast of Ziegler Cove, also on the west side of Port Wells;

Surprise Cove, in Cochrane Bay at the south end of Port Wells, 13 miles from Whittier;

South Esther Island, Lake and Quilliam Bays, on the east side of Port Wells, 19 miles from Whittier;

Granite Bay, also on Esther Island, on the east side of Port Wells, about seven miles north of South Esther;

Other State Marine Parks in the Sound are located at:

Horseshoe Bay, on Latouche Island, across Latouche Passage from the village of Chenega Bay;

Shoup Bay, six miles west of Valdez, has three public use cabins for rent; McAllister Creek Cabin, Kittiwake Cabin and Moraine Creek Cabin. The first two are available all season. Moraine Creek Cabin is available to the public before May 15 and after September 1. Note: Because of the resident kittiwake colony, the upper bay is CLOSED to personal watercraft, jet boats, hovercraft and float planes.

Sawmill Bay, 15 miles down Valdez Arm from Valdez, on the west side;

Jack Bay, also about 15 miles down Valdez Arm from Valdez, on the east side;

Canoe Passage, on Hawkins Island west of Cordova. Note: Boats can only enter Canoe Passage from the north end;

Boswell Bay, on the east end of Hinchinbrook Island, 20 miles southwest of Cordova. This bay nearly goes dry at low tide;

Kayak Island, on the west side of the island, about 50 miles from Cordova.

Most State Marine Parks have sheltered anchorages and attractive surroundings. Some feature improvements including: tent platforms, fire rings, outhouses and bear-proof food storage lockers.

Detailed information on State Marine Parks in Prince William Sound is available from the Alaska State Parks Kenai Area Office in Soldotna at (907) 262-5581, and on the web at: www.dnr.state.ak.us/parks/units/pwssmp/smppws.htm. Contact Alaska State Parks at www.alaskastateparks.org for information concerning cabin use and reservations.

Chugach National Forest

Chugach National Forest is the second largest National Forest in the nation and encompasses most of the uplands of the Sound. The western part of the Sound, from Columbia Glacier, Naked and Knight Islands, down to Port

Bainbridge, is managed by the Forest Service as a Wilderness Study Area. *Leave No Trace* camping is required. No cabins or other alterations to the landscape are allowed. Forest Service patrols visit camping and cabin sites, monitor use, maintain facilities and report violations.

Chugach National Forest maintains 15 public use cabins around the Sound, but five are only accessible by aircraft. Locations of cabins accessible by boat are as follows:

Harrison Lagoon, on the west side of Port Wells, two miles north of Hobo Bay;

Port Chalmers, on the southwest side of Montague Island, about 70 miles from Whittier;

Green Island, in Montague Strait about 70 miles from Whittier;

Paulson Bay, on the west side of Cochrane Bay, 18 miles from Whittier;

South Culross Passage, on Picturesque Bay off Culross Passage, 27 miles from Whittier;

Pigot Bay, at the head of Pigot Bay, 18 miles from Whittier;

Schrode Lake, near Long Bay, off Culross Passage, 25 miles from Whittier;

Jack Bay, off Valdez Narrows, 10 miles southwest of Valdez;

Shelter Bay, on Hinchinbrook Island, about 40 miles from Cordova;

Double Bay, on the north shore of Hinchinbrook Island, 35 miles from Cordova.

Additional information on Forest Service cabins and camping is available from the Glacier Ranger District Office in Girdwood (907) 783-3242. Cabin reservations are available toll-free at (877) 444-6777 or at www.reserveusa.com. Due to heavy demand for cabins in the Sound, most dates are booked months in advance.

Salmon Hatcheries

Prince William Sound Aquaculture Association is a nonprofit corporation supported largely by assessments on the commercial harvest and proceeds from the sale of fish caught adjacent to the hatcheries. Commercial fishing takes place during most of the summer. There are four remote salmon hatcheries in the Sound:

Armin F. Koernig (San Juan), on Evans Island, a little southwest of Chenega Bay;

Main Bay, on the mainland just east of Port Nellie Juan;

Wally Noerenberg, the largest hatchery in the Sound, on the south end of Esther Island;

Cannery Creek, on the east side of Unakwik Inlet. When time and personnel permit, the hatcheries welcome small groups of visitors and may even provide a guided tour. To request a visit to a site, visitors should call on VHF Ch. 16, then switch to the hatchery's working frequency as requested.

Villages

There are two Native villages in the Sound:

Chenega Bay, on Evans Island in the extreme southwest corner of the Sound, was established in 1984 by survivors of the 1964 earthquake-generated tsunami that destroyed the original village. The village of about 60 residents features a small boat harbor and dock, a 2500 foot runway and a small health clinic. A fuel station sells gasoline and diesel fuel that must be transferred to boats by hand.

Tatitlek, on Tatitlek Narrows about 25 miles southwest of Valdez, and is home to about 100 residents. The village has an airstrip and a public dock.

Currently there are no stores, marine services, restaurants, or other amenities for visitors in either community.

PREPARATION

Safe and enjoyable boating depends on knowledge, skill and thorough preparation. This is especially true in the Sound, where boaters are often a long way from help and must be as self-reliant as possible. Adequate preparation may resolve or even prevent many common boating problems, and boaters will also be better prepared to assist others in trouble. The first step should be education.



Boating Courses and Other Instruction

All Prince William Sound boaters should understand state and federal boating laws, know how to signal for help using a variety of methods, be able to make a distress call on a marine VHF radio, be first aid and CPR certified and understand the International Navigation Rules. They should also know how to use a compass, determine their position on a chart and plot a course. Consider taking coastal navigation courses, such as those offered by the U.S. Coast Guard Auxiliary.

Those new to powerboating should look for a basic boating course approved by the National Association of State Boating Law Administrators that



meets national boater education standards. Experienced boaters should also consider taking basic boating courses as a refresher. Boating laws and technologies change, and current courses contain updated information.

Prince William Sound's sheltered waters provide some of the finest coastal paddling in the world. However, activities such as sailing, and coastal kayaking require knowledge and skill specific to those activities, and should not be undertaken until you have had adequate instruction and practice. Both dry land and in water instruction (in protected areas) are highly recommended. A capsized boat is serious business for coastal kayakers. Besides learning

efficient paddling techniques, obtain and maintain essential skills in re-boarding a capsized boat in open water, such as the paddle float self-rescue and the two boat "T" rescue techniques. Then practice in protected areas to build skill and confidence before heading out into the open water of the Sound.

Personal watercraft (PWC) owners should take both basic boating and PWC courses before venturing into the Sound. Operators should also be very comfortable with their operating and re-boarding skills, including re-boarding in deep water. Even re-boarding from the rear of the boat can be difficult in rough water and/or if the operator is fatigued, so riders should be well practiced in these skills under a variety of conditions.

Pre-departure Checks

If you trailer or otherwise transport your boat to the Sound, the best time to do a pre-departure check is before you leave home. Boaters may find it difficult or impossible to obtain forgotten items later, and boat and equipment problems are better discovered in the driveway than at the launch ramp. Develop your own pre-departure checklist that is specific to your type of boat and the way it is used. The pre-departure checklist should incorporate all federal and state requirements, and additional equipment and procedures appropriate to your boat and the conditions. Keep in mind, while some items need only be checked at the start of each season or periodically, others should be checked before each trip. The following should be considered for inclusion into your pre-departure check list:

All Boats

Equipment:

- Alaska and federal requirements (please see the Alaska Requirements table)
- Marine VHF-FM radio. Cell phone use in Prince William Sound is limited. Besides use in emergencies, the radio can be used day-to-day to update float plans, communicate with other passing boaters, or to check on the weather.
- Compass, nautical charts, global positioning system (GPS), tide tables and chart ruler
- Manual bailing devices (even if you have an electric bilge pump)
- First aid kit
- Personal survival kit, on your person
- Sleeping bags, small tent or tarp, and food (in case of an unexpected overnight stay)

- Wool or synthetic clothing (in layers)
- Hat and gloves
- Full rain gear, with rain hat or hood
- Change of clothing in a waterproof bag
- Insect repellent and head net
- AM/FM radio (for weather)
- Sunglasses and sunscreen
- Food and water
- Camera
- Sneakers or rubber boots

Procedures:

- Inspect boat (and test all systems)
- Check weather
- Identify hazards
- File float plan

Powerboats

- Make sure your boat's hull design is appropriate for coastal waters. Shallow draft, flat bottom riverboats perform poorly on the sometimes rough, open water of the Sound.
- Check the local weather and local tides.
- Brief passengers on the float plan, location and use of all emergency equipment, and how to start, stop and steer the boat. Make sure everyone in your party has proper clothing and is prepared for wet, cold weather.

Every powerboat should have on board:

- At least one anchor and chain with enough anchor line for the deep waters of the Sound.
- Tools and spare parts including spark plugs, spare propeller and a prop nut kit.
- One of the most common powerboating problems in the Prince William Sound is inadequate or contaminated fuel. Fuel is generally unavailable in the Sound. Make sure you have enough for your trip plus a healthy reserve in case of deteriorating conditions, disorientation, or the need to loan fuel or tow another boat to safety. Think 1/3 out, 1/3 back, and at least 1/3 spare.
- A water/fuel separator filter, installed between the fuel tank(s) and the engine, is highly recommended when boating in the cool, wet climate of the Sound.

Paddlers

- Choose a boat designed for coastal waters. Canoes are not recommended for the Sound unless they are decked and/or have flotation bags installed to displace water, and the paddler has extensive experience on coastal waters. A sea kayak is superior to a canoe for ocean travel due to a low center of gravity and covered decks.
- Coastal paddlers should be strong swimmers and in good physical condition.



- Carefully choose your clothing in consideration of the air and water temperatures. Summer temperatures in coastal areas of Alaska average 40-70 degrees. Wear clothing in layers, and choose synthetic fabrics such as fleece, polypropylene and nylon. Cotton clothing is not appropriate for coastal kayaking. All persons should be dressed for a capsize. Wear wetsuits, dry suits, or paddling jackets as appropriate.
- In addition to legal requirements and other items recommended for all boaters in the Sound, coastal paddlers should also carry a paddle float, paddle leash, stirrup, towing strap, plenty of spare visual distress signals (including a signal mirror) and a spare paddle.
- Boats should be selected for each person based on experience and ability.
- All PFDs should be fit tested and put on before departure.
- Local waterway and weather conditions, and potential hazards should be researched, especially tidal currents, surf, fog and wind.
- Select trip routes suited for the least experienced/skilled participant.
- Double-check group gear.
- Recheck weather forecast.
- Trip briefing - All persons should know route, location of pullouts, float plan, location of group gear, communications plan and hand/paddle/whistle signals. All persons should prepare to return later than expected, in case of bad weather.

PREPARATION



Personal Watercraft

Safely and responsibly operated personal watercraft (PWC) can be a great way to enjoy Prince William Sound.

Start with the right gear. Choose synthetic long underwear, neoprene boots, neoprene or water-ski gloves, safety helmet, goggles, a dry suit or a 2-3 millimeter wet suit, and a snug fitting U.S. Coast Guard approved non-inflatable PFD.

Review your owner's manual. It provides important information such as load capacity, and main and reserve fuel system operations.

PWC are considered to be powerboats under state and federal law, and operators must meet the same boat registration and equipment requirements as other powerboats. Make sure to incorporate these requirements into your pre-departure check.

PWC operators frequently end up being tossed into the water. The wrist lanyard, connected to the shut off switch, activates if the rider falls off the boat, preventing the boat from continuing on without the operator. The cutoff cable should be confirmed functional and the wrist lanyard attached to the rider before departure. PWC operators should be well-practiced in re-boarding.

Personal watercraft may be restricted or prohibited in some areas. Check with local land managers for regulations.

For more information on pre-departure preparation, please see the [Alaska Boater's Handbook](#), or visit the State Office of Boating Safety web page at www.alaskaboatingsafety.org.

Also see the USCG publication *Federal Requirements and Safety Tips for Recreational Boats*, or visit: www.uscgboating.org/reg/reg_fr equipReq_PFD.asp.



Be Cool, Not Cold!

STATE EQUIPMENT REQUIREMENTS

Alaska Requirements Summary

REQUIREMENT	BOATS LESS THAN 16'	BOATS 16' TO LESS THAN 26'	BOATS 26' TO LESS THAN 40'	BOATS 40' TO LESS THAN 65'
WEARABLE PERSONAL FLOTATION DEVICES (PFDs)	One USCG approved Type I, II, III or V PFD for each person. All PFDs must be in good and serviceable condition, properly sized for the wearer, and readily accessible. Children under 13 must wear a USCG approved PFD in an open boat, on the deck of a boat, or when waterskiing.			
TYPE IV THROWABLE DEVICE	Type IV not required	Except for canoes and kayaks, boats must have one throwable Type IV (seat cushion or throw ring) device.		
FIRE EXTINGUISHERS	At least one B-I, USCG approved fire extinguisher for all power boats with enclosed engine compartments, inboard engines, living space, permanent fuel tanks, closed storage compartments, or double bottoms not sealed or filled with flotation.		At least two B-I, USCG approved fire extinguishers; OR at least one B-II approved fire extinguisher.	At least three B-I, USCG approved fire extinguishers; OR at least one B-I plus one B-II approved fire extinguishers.
VISUAL DISTRESS SIGNALS	When boating between sunset and sunrise, all boats must carry USCG approved night signals.	Except that manually propelled boats or open sailboats under 26' in length not equipped with propulsion machinery are not required to carry day signals, boats must carry USCG approved visual distress signals for both day and night time use. For pyrotechnic devices (hand-held flares, etc.), a minimum of three must be carried in any combination that adds up to three day and three night signals. Pyrotechnics must be in serviceable condition, not expired, and accessible.		
SOUND PRODUCING DEVICE (BELL/ WHISTLE)	Every vessel less than 12 meters (39.4') in length must carry a whistle or horn, or some other means to make an efficient sound signal. The navigation rules require sound signals to signal intentions and during periods of reduced visibility.			Every vessel 12 meters (39.4') or more in length must carry a whistle or horn and a bell.
VENTILATION	Boats with a permanently installed gasoline engine, closed compartments or permanently installed fuel tanks must be equipped with an efficient natural or mechanical ventilation system.			
BACKFIRE FLAME ARRESTER	One USCG approved device on each carburetor of all inboard gasoline engines.			
NAVIGATION LIGHTS	Display required from sunset to sunrise and during periods of reduced visibility. International configuration required (varies with length of vessel, and mode of operation).			
REGISTRATION	Required for undocumented motorized boats, and non-motorized boats 10' and longer. Numbers and validation decals must be properly displayed on motorized boats. Non-motorized boats need only to display a single validation decal. Certificate of Number must be on board all registered boats.			

LOCAL HAZARDS

According to the U.S. Coast Guard Auxiliary, the two most common boating problems in Prince William Sound are disorientation and delays due to bad weather. Other hazards to boaters in Prince William Sound include: tides, glacial features and icebergs, other floating debris, carbon monoxide, and other boats. All of these hazards can be avoided or managed.

Disorientation

Getting disoriented is a real possibility in the labyrinth of islands and straits. Combined with restricted visibility due to fog and rain, it is very easy for boaters to become confused. Boaters need to carry and use a complete set of marine charts, topographic maps for the area and good navigational equipment. Besides a compass and charts, navigational instruments such as a depth finder, GPS, chart plotter, and radar are highly recommended. Although a GPS alone may not keep you from getting lost, it can be very useful if used properly. To make full use of its navigational capabilities you must be able to position yourself on a chart, and you must know how to plot a course. When preparing for your trip, find your intended destination on a chart, and locate suitable refuge along the way in case weather worsens or trip plans change.

Bad Weather

Buffeted by winds sweeping in from the Gulf of Alaska and pouring off of the glaciers of the Chugach Mountains, the Sound can have rough, dangerous sea conditions. Although the weather is usually good between May and August, weather and water conditions in PWS can change quickly. Strong winds and waves as high as 12 feet can suddenly appear, particularly in exposed areas. Expect delays due to bad weather and plan for them. If bad weather develops, find the nearest shelter and wait for weather to improve before continuing. In these cases, it's better to be on the beach wishing you were on the water, than to be on the water wishing you were on the beach. Be patient; it's not worth risking your life to keep to a schedule. Some areas require particular vigilance.

In the Passage Canal area, strong winds and high seas caused by pressure differences between Cook Inlet and Prince William Sound, are common in the area between Whittier and Shotgun Cove. These conditions sometimes, though not always, diminish as you approach Trinity and Decision Points from Whittier.

The south end of Port Wells (where Blackstone Bay, Cochrane Bay, Passage Canal and Wells Passage meet) is known for its occasionally turbulent sea conditions. Glacier originated winds funnel down to Port Wells and mix with the wind and waves originating in the other bays, creating the steep and multidirectional chop known as a "confused" sea. This also occurs in Blackstone and Icy Bays.

Easterly winds, with a long "fetch" can cause rough sea conditions in the relatively open south central area of the Sound.

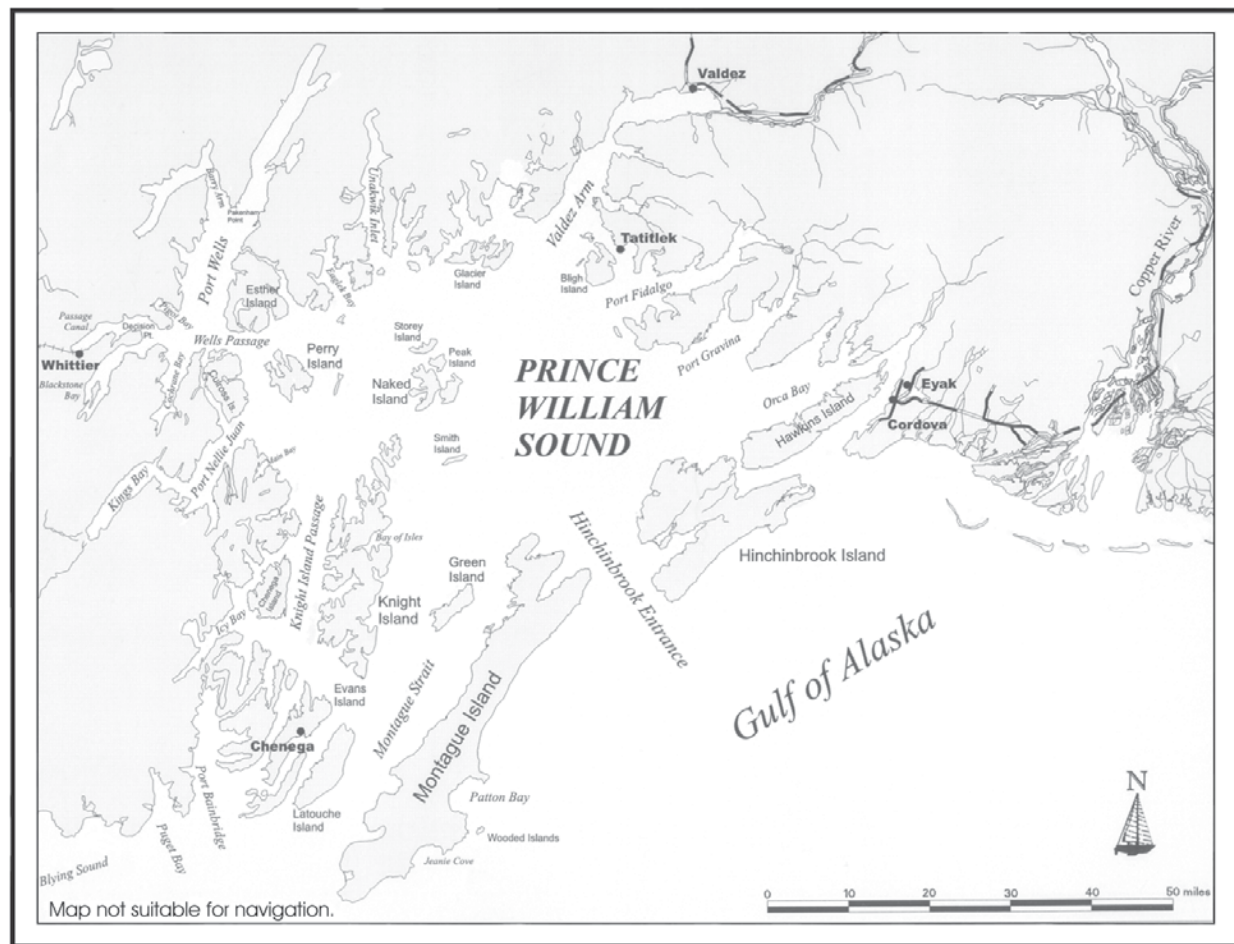
Routinely monitor the weather and the weather forecast while underway.

To get a marine weather forecast:

- Check your favorite radio station for marine weather (area 2C Prince William Sound) before leaving home.
- Go on the Internet to www.alaska.net/~nwsfoanc; press "enter"; go to Marine; then to Prince William Sound, Passage Canal, or Valdez.
- Call the Alaska Weather line at 1-800-472-0391 and dial 3144 for Prince William Sound or 3145 for Passage Canal.
- Call the National Weather Service in Valdez at (907) 835-4505.
- Tune to 1610 on your car's AM radio at the tunnel staging area.
- Call the Whittier Harbormaster's office at (907) 472-2330.
- Use the push-button weather box at the Whittier triangle kiosk.
- On your VHF radio, tune to WX-2 in the Whittier and Cordova areas, and WX-1 in the Valdez area, for the continuous weather broadcast.
- For larger boats that carry HF-SSB radio, monitor 4125 MHz for U.S. Coast Guard and National Weather Service broadcasts.
- On your marine VHF, listen to Ch. 16 for scheduled marine broadcast announcements or call the U.S. Coast Guard in Valdez on Ch. 16 and request a weather forecast. Times of scheduled marine weather broadcasts during the summer in the Sound are as follows:

Naked Island	5:15am
Point Pigot	5:33am
Naked Island	9:15am
Point Pigot	9:33am
Naked Island	1:15pm
Point Pigot	5:33pm
Naked Island	5:15pm
Cordova/Pigot	5:33pm
Naked Island	11:15pm
Cordova/Pigot	11:33pm





Tides

Tidal changes can create swift currents, particularly in narrow passages, and significant changes in vertical water levels, especially on mudflats, low angle beaches, and stream and river deltas. Also be aware of strong tidal currents and associated “tide rips”, especially at entrances of bays and straits and in shallow areas or restricted passages. “Tide rips” are standing waves that are caused by strong current, and they can create difficult sea conditions. They are usually worse when the wind is in opposition to the current.

Make sure you carry a tide book. When anchoring, adjust your anchor line length to account for the tide cycle. When visiting the beach, place small boats well above the high tide line and carefully secure them. Carry your personal survival kit and some means of communication with you when on shore, even for short time periods, in case you get separated from your boat.



Submerged Glacial Moraines

Prince William Sound is famous for its glaciers. Debris fields, called moraines, are features formed by glacial action. Some moraines are located just beneath the surface of the water (especially at low tide), and boats strike them every year. Powerboaters need to pay special attention to charts and depth

finders when in the vicinity of these features. Following is a list of some of those areas:

- Barry Arm
- Pakenham Point
- Northwestern entrance to Esther Passage
- Southeastern entrance to Esther Passage
- Northwestern sector of Esther Passage
- Eaglek Bay entrances
- North side entrance to Lake Bay
- North side entrance to Hidden Bay
- North side of Applegate Island
- Crafton Island area
- Entrance to Bay of Isles
- Harrison Lagoon

Icebergs and Glaciers

Icebergs are common in several areas in the Sound and can be hazardous to boaters. Only small parts of icebergs are visible above the waterline, and submerged portions are not easily seen. When larger icebergs unexpectedly roll they can quickly capsize or damage a nearby boat. **Never** attempt to climb on one. Keep watch for individual bergs, and stay well clear of iceberg fields.

Glaciers are one of the Sound's biggest attractions and can be stunningly beautiful. However, boats should stay well back from them. Calving ice is extremely hazardous to boaters.

Other Floating Debris

Fallen trees become floating hazards in the Sound. Over time they become water soaked, partially submerged and difficult to spot. Trees and other floating debris (flotsam), which accumulate on beaches, can refloat during high tide. Be particularly vigilant during high tide cycles.

Carbon Monoxide

Carbon monoxide (CO) poisoning is the leading cause of accidental poisoning death in America and has been recently recognized as a serious problem on our nation's waters. Carbon monoxide is an odorless, colorless, tasteless gas, formed by the incomplete combustion of hydrocarbon fuel, which can cause seizures, unconsciousness and death. It is called “The Silent Killer”

because the affected individual is often unable to recognize and react to CO poisoning. Carbon monoxide binds to red blood cells 240 times more aggressively than oxygen, displacing oxygen and causing metabolic asphyxiation. Depending on concentration, CO poisoning can happen very quickly, sometimes within just a few breaths. Symptoms may mimic sea sickness, cold or flu, overindulgence of alcohol or even stressors of a day on the water.

Exposure to improperly vented or malfunctioning cabin heating systems, and exhaust gasses from generators and engines, are the main culprits. Exhaust fumes and carbon monoxide can accumulate in areas such as enclosed cabin spaces and under swim platforms. Use care running the engine or generator continuously when the boat is closed up in cold or bad weather, particularly when the boat is not in motion. Be alert to any indication that exhaust fumes are present, and ventilate accordingly.

CO concentrations can be especially high under and around swim platforms. Everyone on board should keep well clear of engine and generator exhaust ports when they are running. Swimmers near the stern, or those launching or retrieving a dingy over the stern platform, are particularly vulnerable. If there is a need to be around swim platforms or exhaust ports, for any reason, first shut the engines down, and allow sufficient time for fumes to dissipate.

Because CO is difficult to detect by sight or smell and poisoning can happen so quickly, there is often little warning. Carbon monoxide poisoning is difficult to diagnose because of a wide range of vague and multiple symptoms. Fatigue and headache are most common, but others include the “flu like” symptoms of dizziness, vomiting, muscular twitching, weakness and sleepiness. Victims often have a gray or ashen appearance. If someone feels dizzy or loses consciousness while onboard, consider the possibility of CO poisoning. If you think someone could be suffering from CO poisoning, get him or her away from the suspected source and into fresh air immediately. Be prepared to provide basic life support to your level of training, and call for medical assistance.

One of the best protections against carbon monoxide is a regular and complete inspection of your engine’s exhaust systems. If you notice a change in the sound or appearance of the exhaust system, shut the unit down and have it inspected and repaired by a competent mechanic.

Other Boats

Local hazards in the Sound include other boats. Constant vigilance, a working knowledge and proper application of the International Navigation “Rules of the Road” are necessities. When encountering other vessels, take early action to indicate your intention (i.e. “show a side” of your boat). Navigational lights are required during periods of restricted visibility.

Be alert for ships and other large vessels. Oil-carrying supertankers and escort vessels are common in the Sound, especially between Hinchinbrook Entrance and Valdez. Ferries, cruise ships and large tour boats also ply the waters of the Sound; some with surprising speed. Most large vessels are difficult to maneuver and need miles to stop. Your smaller boat may not be seen, even if directly ahead. Stay well clear of these ships and large vessels. Cross behind, never in front of them. If you encounter large wakes, slow down and turn into them at an angle.

Stay clear of fishing vessels with gear deployed, or in the act of setting gear. Gillnets may be very difficult to see in choppy water; look for the buoy at the far end of the net and a row of white corks between it and the boat. A purse seiner “sets” its net in a big circle, the opposite end attached to a small skiff and sometimes to a “lead” or “tie-off” on the beach. Be careful not to get inside the set. Crab and shrimp pots are marked with brightly colored floats or buoys, and long line sets are marked by buoys and small flags. Buoy lines can stretch long distances just under the surface. Give these a very wide berth. Boaters are financially liable for any damage they cause to fishing nets and gear.



HOMELAND SECURITY



Since the events of September 11, 2001, all boaters have a new and important role in helping to keep our nation's waterways safe and secure. Please consider the following:

- Keep your distance from all military vessels, cruise-liners, tankers and commercial ships.
- Never approach within 100-yards of any U.S. Naval vessel. If you must operate within this 100-yard zone in order to be in accordance with the rules of navigation, you MUST first contact the naval vessel or its escort on marine VHF Ch. 16. Slow to minimum speed if within 500 yards of these vessels, and proceed as directed by the Commanding Officer of the naval or escort vessel. Violators of the Naval Vessel Protection Zone can face up to six years in prison and a \$250,000 fine, not to mention a quick and severe response. Approaching certain other commercial vessels may also result in an immediate boarding.
- Observe and avoid all security zones and other restricted areas.
- Avoid commercial port operation areas, especially those that involve military, cruise-line or petroleum facilities. Do not stop or anchor beneath bridges.
- Keep your own boat secure from theft. Never leave your boat accessible to others. Always secure and lock your boat when not on board. Powerboaters should always take the ignition keys. When storing your boat for longer periods, make sure it is secure. Engines should be disabled. If your boat is on a trailer, make the trailer as immovable as possible.
- Keep a look out for anything that appears to be out of the ordinary. Depending on the circumstances, activities that could be considered suspicious include:
 - Persons renting or attempting to procure or "borrow" watercraft or offering cash on the spot for a vessel.
 - Persons asking suspicious questions concerning the operation of your boat.
 - Persons loitering around, photographing or creating diagrams of such things as the underside of bridges, established security zones, oil refineries or transfer facilities, military bases, military or government

- vessels, and the waterfront areas near those facilities or vessels.
- Venders attempting to sell/deliver merchandise or drop off packages in waterfront areas.
- Persons who are throwing or retrieving unusual objects in or out of the water.

If you encounter a situation that makes you feel suspicious, report it immediately to local law enforcement, the U.S Coast Guard, or port security. Do not approach or challenge suspects.

Show your support for your U.S Coast Guard and state officers. Make sure you have all required equipment. Properly display your boat registration. Wear your life jacket. By actively demonstrating your commitment to boating safety, you help reduce the demand on limited law enforcement and rescue resources, thereby supporting homeland security efforts.

Valdez Security Zones

The Coast Guard has established security zones encompassing the Trans-Alaska Pipeline (TAPS) Valdez Terminal Complex, the TAPS Tank Vessels and the Valdez Narrows, Port Valdez, Alaska. The security zones are necessary to protect the Alyeska Marine Terminal and TAPS Tank Vessels from damage or injury. Entry of vessels into these security zones is prohibited unless specifically authorized by the Coast Guard Captain of the Port, Prince William Sound, Alaska.

The **Valdez Marine Terminal Security Zone** is marked on the north corners by yellow buoys. The southern points are Allison Creek to the east and Sawmill Spit to the west. Mariners must avoid the area delineated by the joining of these points.

The **Valdez Narrows Security Zone** is active only when a Tank Vessel is in the Security Zone. Vessels may transit the Security Zone but must stand clear whenever a Tank Vessel enters Valdez Narrows.

Tank Vessel Moving Security Zone is 200 yards around any tank vessel in Prince William Sound.

For more information contact:
U.S. Coast Guard Marine Safety Office, Valdez
105 Clifton Drive / PO Box 486 Valdez, AK 99686-0486
(907)835-7222

For all its rugged beauty, Prince William Sound is delicate. Even unintentional acts can pollute the water, mar the land or disturb fish and wildlife. Stress can cause interruptions to wildlife's essential activities, including reproductive failure. Responsible boaters need to learn what needs protecting, and practice ways to avoid harming the land, water, or wildlife of the Sound.

Don't Pollute

- Powerboats should use oil absorbent pads in your bilge and consider an oil-sensitive pump switch to keep oil from going into the water. Even a small amount of oil on the feathers of a seabird can kill it or its developing embryo.
- Take care when fueling. Keep oil absorbent pads handy to clean up any fuel spills.
- Federal law prohibits dumping sewage from holding tanks into the water.
- Garbage, including food scraps, can choke seabirds and attract predators to the nesting areas of shore birds. Bring all garbage back to town for proper disposal in dumpsters. Don't dump anything overboard!
- Collect all discarded fishing line. It can entangle and kill birds and other marine animals.

Tread Lightly

- Camp on the beach or other gravel areas above the high tide line (if there are no shorebirds nesting there).
- Avoid walking on muskeg and other sensitive soils. Use developed trails when possible.
- Wash at least 200 feet away from water sources. Use biodegradable soap.
- Use a gas stove for cooking instead of a fire. If you must make a fire, build it only on bare gravel or rock, use only dead wood, and erase all traces of the fire afterward.
- Avoid damaging live trees and plants.
- Dispose of fish waste in the sea, well below low tide line.
- "Naturalize" your campsite after use by dispersing any natural materials used, brushing over tracks, etc.
- Leave all plants, rocks, antlers, fossils and all cultural artifacts in place.
- Keep food in airtight (preferably bear-proof) containers, and never cook, eat or store food in your tent or sleeping area. Use food storage lockers provided at developed campsites.

Respect Wildlife

Keep in mind that many species are still recovering from the Exxon Valdez oil spill.

- Observe all wildlife from a considerate distance with binoculars or spotting scope. If your presence causes a change in behavior, you are too close.
- Don't chase or corner animals to get a photo.
- Never feed wildlife.
- Keep pets under physical control at all times.
- Respect and avoid nests, dens and resting places.
- Never handle, touch or approach young birds or animals. Most likely they are not abandoned but only left in place while the mother seeks food.
- On beaches, avoid walking on barnacles, mussels and other invertebrate animals. If you turn over rocks, do it slowly and gently, and replace after looking. Avoid handling beach creatures.
- Nesting bald eagles (May through August) are sensitive to noise and may abandon an active nest if disturbed.
- Nesting shorebirds may withdraw from nests if humans come near, leaving eggs or chicks vulnerable to weather and predators. Often shorebirds are shy or inconspicuous, and people may be unaware of the presence of nesting territories. Squawking birds overhead or feigned "broken wing" behavior, often indicates concealed nests nearby. Stay aware, particularly on gravel or rock beaches. Beaches are a premium in the Sound. Step carefully and leave the area if you suspect breeding birds are present.



Marine Mammals

The Marine Mammal Protection Act

prohibits harassment of all marine mammals, and defines harassment to include any disturbance or disruption of behavior including breeding, migrating, and feeding. Anything a person does that causes a marine mammal to enter the water, flee, change its position on the beach or even alter its breathing rhythm can be considered disturbance.

- Steller sea lions are federally protected under the Endangered Species Act.
- Sea lions, seals and sea otters are most vulnerable to disturbance during pupping (May to July). Forcing them into the water, or preventing them from "hauling out," may cause critical energy loss, pup-mother separation, or injury to pups. Never closely approach hauled



out seals or sea lions, and avoid detection by sight, sound or smell. Maintain a slow, steady parallel-to-shore course while in their vicinity.

- Even if no obvious disturbance is detected, approach marine mammals in the water no closer than 100 yards.
- Limit the time spent observing any particular animal(s) to one-half hour.
- Never herd, encircle, or corner animals between the boat and shore. Always allow them an escape route.
- Avoid excessive speed, or abrupt changes in speed or course, when around marine mammals.
- Stay back from breaching or flipper slapping whales, and avoid “bubble curtains” emitted by humpback whales herding food. Humpback whales navigate by sound, not sonar, therefore, if they are focused on feeding, they could unknowingly come up underneath or down upon the boat.
- If approached by a whale, put the engine in neutral (keep it running) and let the animal swim past. If you need to cross the path of a whale, pass behind it.
- If animals show signs of disturbance, immediately but quietly leave the area. With seals and sea lions, signs of disturbance could include; herd movement toward or into the water, increased vocalization, simultaneous head-raising, or increased interaction with other animals. With whales, dolphins or porpoises, disturbance can be indicated by rapid changes in swimming direction or speed, erratic swimming patterns, tail slapping, or an attempt by the female to shield her calf from the source of the disturbance.



Sea Birds



- There are 237 active seabird colonies within the Sound.
- Some of Alaska’s seabirds are already depleted and highly stressed, possibly due to a shortage of food.
- Seabird colonies are vulnerable to reproductive failure as a result of disturbance. Stay far enough away from nesting areas to avoid flushing the birds. When birds take flight in groups or waves rather than individually, they are disturbed and you are too close. Frightened birds leaving the nest can inadvertently knock their own eggs off the ledge. Even a very brief absence of the parents exposes the eggs or chicks to excessive heat or cold, and predation by gulls and ravens.
- Never blast horns or whistles or make other loud noises in the vicinity of seabird nests.
- Avoid running your boat through flocks of feeding or resting birds on the water. The prey ball of schooling fish, often created by diving seabirds, may be dispersed, causing loss of important time and energy for feeding birds.
- If you walk on beaches or cliffs, be careful to avoid crushing burrowed or concealed nests in the grass.
- Sea ducks, including harlequins, begin molting in July, leaving them unable to fly. Displacing them from their shelter and feeding areas quickly depletes their energy reserves. If you spot sea ducks, maneuver your boat well around them instead of forcing them to move.
- Harassing seabirds is a violation of the Migratory Bird Treaty Act.



OPERATING TIPS

Power Boaters

- When underway, always maintain a proper lookout. Scan the water back and forth constantly for hazards such as logs, submerged and exposed rocks, shallow areas, kayaks and other boats. This becomes especially important in fog, facing the sun, conditions with rough water or restricted visibility such as rounding points or navigating narrow, winding passages.
- Slow down and minimize your wake when approaching paddlers, other small boats or beached boats.
- Fatigue can lead to accidents. On extended cruises on larger boats, rotate jobs or seating positions on the boat to maintain alertness. On small boats, change routes or speed as needed to minimize pounding and the resulting fatigue. Share tasks with others on your boat so that everyone can take an active part in the voyage.
- Anchorages may be used by several boats, so be considerate and give others room. Allow plenty of "swing room" in case the wind shifts. If you are the first in an anchorage, position your boat so others may anchor safely too. Calculate the tidal range in the anchorage so you are not stranded on a rocky shore at low tide. Respect the peace of the anchorage by refraining from shouting or playing loud music, and by running generators only when necessary.



Coastal Paddlers

- Sea kayakers don't usually appear on radar and can be difficult to see under conditions with limited visibility, rough water, and/or strong backlighting from the sun. In these situations, it helps to stay in a "pod" instead of in a string of boats. Wave paddles if necessary to attract the attention of approaching boats. Strive for high visibility. Wear bright clothing.
- Whenever possible, keep out of busy powerboat traffic lanes.



- Avoid paddling alone as self-rescue is difficult.
- When on the beach, move your boat well above the high tide line and tie it securely. Many a paddler has returned to their boat only to discover it floated away on a high tide or was swamped by the wake of a large boat.
- Never try to outrun bad weather.
- Keep a lookout for large boat wakes and wave rebound off the shoreline rocks and coastal cliff faces.
- Keep close to the shoreline. If you must cross open water, do so where the distance is the shortest. If bad weather suddenly appears, you can become dangerously exposed in open water, with no way out.
- Even the fastest sea kayakers are capable of speeds of only 6 mph. Avoid paddling in strong winds, fast tidal current or heavy chop (over one foot). A 15-knot head wind will significantly increase your workload and decrease your speed.
- Use your paddle leash.
- Avoid overloading decks.



Personal Watercraft

- Slow to 10 mph when within 100 feet of another motorboat or a sailboat underway.
- Slow to no-wake speed when within 100 feet of anchored boats or paddle craft, or when within 200 feet of the shoreline, a swimmer, diver's flag, dock or launch ramp.
- Obey regulatory markers such as *No Wake* zones and speed limit signs.
- Do not use alcohol before or during operation.
- Avoid wake jumping.
- Avoid operating too close to popular anchorages and camping areas.
- Avoid operating in the same area for extended periods.
- Most PWC accidents are caused by collisions. It is common for operators to develop "tunnel vision" while missing the hazards to the sides. Constantly scan the water back and forth. Always look all around and behind before turning.
- Many PWC accidents involve operators who did not own the boat. NEVER loan your PWC to an inexperienced person.

COMMUNICATIONS IN THE SOUND

Marine VHF Radio

Experienced coastal boaters know that a marine VHF radio is one of the best tools available. On small boats without electrical systems, handheld models are a popular choice. Boaters should be proficient with their radio equipment, and practice communications so that procedures become second nature.

Marine VHF radio communications are sometimes unreliable in the Sound. Although the U.S. Coast Guard has seven marine VHF repeater sites in the Sound, there are still “dead zones” where the marine VHF signal is either spotty or completely blocked. If you are having difficulty transmitting on marine VHF radio, try another location or, if you have a handheld model, try higher ground. See the brochure entitled *Prince William Sound Communications* published by the U.S. Coast Guard, for a graphic illustration of marine VHF coverage in the Sound.

Vessels equipped with marine VHF radio are required to monitor Ch. 16 at all times. This channel can be used only for hailing or emergency broadcasts. All other conversations have to be conducted on “working” channels.

Cellular Telephone

Cellular telephones can be a great tool for boaters, but they have limitations:

- Coverage is limited in the Sound.
- In an emergency, other boaters cannot monitor the situation; you are speaking to just one person.
- The caller’s location cannot be determined using radio direction finders.
- 911 calls from marine locations may be misdirected to police or fire departments, delaying rescue response.
- The caller cannot always be contacted from rescue boats and aircraft.

Cell phones are an excellent supplement to, but not a replacement for a marine VHF radio. If you use a cell phone as your primary means of communication, take the following precautions before leaving the dock:

- Make sure the battery is fully charged (and bring a fully charged spare).
- Keep the cell phone in a waterproof bag that floats.

- Have the U.S. Coast Guard and other appropriate phone numbers with you, and make them highly visible. Consider taping phone numbers to the phone.

Public Telephone

Outside of Valdez and Whittier, the only public phone is located at Armin Koernig Hatchery.

GETTING HELP

The boater is ultimately responsible for his or her own safety. In Alaska, boaters must have sufficient equipment and ability to handle common boating problems, particularly in remote areas like Prince William Sound. In the event you need help, it may NOT be close at hand. The nearest U.S. Coast Guard helicopters are in Cordova and Kodiak. Private boats operated by U.S. Coast Guard Auxiliary members are on the water during summer weekends, but may not be in all areas of the Sound. This is especially true in April/May and September/October when there are even fewer boaters and potential rescuers in the Sound. However, if you do need assistance, the following may help.

Non-Emergency

In a non-emergency situation such as running out of fuel or mechanical breakdown, go to Ch. 16 on your marine VHF radio and issue a “PAN-PAN” or, if you are in an area with service, use your cell phone to contact the U.S. Coast Guard. The Coast Guard will want the same basic information from you as in an emergency distress call, and will issue a Maritime Assistance Request Broadcast (MARB) to solicit help. Other boaters, government agencies, commercial towing services, or the U.S. Coast Guard Auxiliary may respond to these calls for assistance.

You can also get help by calling one of the towing services listed in the back of this publication. You cannot be forced to accept a commercial tow but if you decline, you may find yourself on our own. If you accept commercial assistance, the towing company will charge you.

The U.S. Coast Guard Auxiliary is a volunteer organization of boat owners who have been trained by the U.S. Coast Guard to provide a wide variety of services for boaters such as, general vessel assistance and search and rescue. They are experienced and knowledgeable about local conditions and are a very good source of information. Their vessels are private pleasure craft and are not

designed for heavy weather rescue. Because captains and crews are volunteers and pay their own expenses, don't make unreasonable demands of them. On weekends from May to September, Auxiliary trained crews and vessels are usually in the Sound, but their presence cannot be assumed. Auxiliary vessels identify themselves on the radio by the designation "Coast Guard Auxiliary Vessel" followed by six digits. They fly an orange and white flag and display side panels reading "USCG Auxiliary Patrol." Neither the U.S. Coast Guard nor U.S. Coast Guard Auxiliary is required to provide a tow in non-emergency situations. If they do offer to tow you, they are not required to take you to your destination or originating port, and may only tow you to the nearest safe haven.

The Whittier Harbormaster does not perform services outside the harbor, and remote sites such as fish hatcheries prefer not to be called for non-emergency assistance. Unless called upon by the U.S. Coast Guard, hatchery employees are not permitted to leave the immediate vicinity to assist other vessels. However, hatchery personnel will call the U.S. Coast Guard for vessels needing assistance.

Emergency

If a threat to life exists, go to Ch. 16 on your marine VHF radio, press and hold the transmit button, and clearly say "MAYDAY" three times. Provide your vessel name or description, your position (latitude/longitude) or location, nature of distress, and number of persons on board. Release transmit button, and wait 10 seconds for a response. If no response, repeat.



By telephone or cellular phone, contact the U.S. Coast Guard by pressing *CG, or call 1-800-478-5555 or 1-888-399-5555. Please note that cellular telephone coverage in the Sound is spotty. Use the following procedures:

1. First give your phone number to the person you are calling, in case you are disconnected.
2. Give your name and boat description.
3. Give your position/location.
4. Explain the nature of your problem.
5. Give the number of people on board.
6. REPEAT your phone number before ending your call.
7. Keep calm and speak slowly and clearly so you can be understood.

RECOMMENDED READING

Alaska Boater's Handbook, published by the State Office of Boating Safety

Alaska Marine Mammal Viewing Guidelines published by National Marine Fisheries Service <http://www.fakr.noaa.gov/>

Accessing Alaska's Public Lands & Waters published by Alaska Dept. of Natural Resources and Dept. of Fish and Game

Cruising Guide to Prince William Sound, by Nancy and Jim Lethcoe

Federal Requirements and Safety Tips for Recreational Boats

Leave No Trace - Outdoor Skills & Ethics - Temperate Coastal Zones by the National Outdoor Leadership School

Power Vessel Operator & Kayaker Suggested Guidelines for Safe Operations in Alaska, published by the Alaska Wilderness Recreation and Tourism Association and the U.S. Coast Guard Marine Safety Office

Prince William Sound Alaska - travel safely - wisely - lightly published by USDA Forest Service, Chugach National Forest

Prince William Sound Communications - United States Coast Guard VHF-FM Radio coverage, published by the U.S. Coast Guard

Water Wise - Safety for the Recreational Boater by Jerry Dzugan and Susan Clark Jensen and published by University of Alaska Sea Grant and the U.S. Marine Safety Association

Emergency

Coast Guard
VHF Ch. 16
Tel. or cell phone - *CG,
1-800-478-5555 or 1-888-399-5555
HF/SSB- 4125 MHz or 2182 MHz

Alaska State Troopers
VHF Ch. 16
Tel. 911

Non-Emergency

Alaska State Troopers
VHF Ch. 16
Tel (non-emergency) – (907) 269-5601

Fish & Wildlife Protection
VHF Ch. 16
Tel. (907) 269-5509

Whittier Harbormaster
VHF Ch. 16 or 68
Tel. (907) 472-2330
Email: wharbor@alaska.net
Pollution Hotline: 1-800-424-8802

Coast Guard VHF Ch. 22

Weather
National Weather Service
VHF Ch. WX 1, 2 or 3
HF/SSB 4125 MHz.
KDG 91 Yakutat at 0515, 1930, or
KWL 38 Kodiak at 0800 and 1900

Weatherfax 2054, 4298 and 8459 KHz
(upper sideband)
Alaska Weatherline 1-800-472-0391
Internet: www.alaska.net/~nwsar/

Fuel
Whittier Shoreside Petroleum Inc.
(907) 472-2314
Valdez North Pacific Fuel
(907) 835-4850
Valdez Fuel Dock
(907) 835-4337
Cordova Novak's Fuel
(907) 424-3800
Orca Oil
(907) 424-3264
Sound Fuel
(907) 424-5860

Boat Towing
Whittier
Dew Drop Charters (907) 472-2391
Arlen Arneson (907) 472-2441
Honey Charters (907) 472-2493,
(907) 344-3340
Lazy Otter Charters (907) 472-6887,
(907) 345-3775
TowBOAT/US "Quick Tow"
(907) 472-2440,
(907) 529-9072

Resource Managers

U.S. Fish & Wildlife Service
Tel. (907) 786-3800 (sea otters)
(907) 271-2888 (critical habitat)

U.S.D.A Forest Service
Tel. (907) 783-3242 (Glacier District)
(907) 424-7661 (Cordova District)
VHF Ch. 16, vessel "Orca Chief",
"Williwaw" or "Seamaster"

Alaska State Parks, PWS District
Tel. (907) 262-5581
VHF Ch. 16, vessel "Naiad 1"

Alaska Department of Fish and Game
Anchorage Tel. (907) 267-2100
Cordova Tel. (907) 424-3212

National Marine Fisheries Service
Tel. (907) 586-7225 (NOAA enf.)
(907) 271-5006 (field office)

Municipalities

Chenega Bay (907) 573-5132
Cordova (907) 424-6200
Tatitlek (907) 325-2311

Valdez (907) 835-4313
Whittier (907) 472-2327

Other

Alaska Railroad (907) 265-2300

Alaska Recreation Management
(Whittier parking) (907) 522-8368

Clearwater Environmental
(Whittier parking) (907) 522-3638

**Alaska Wilderness Recreation and
Tourism Association** (907) 258-3171

Chugach Alaska Corp. (907) 563-8866



State of Alaska
Division of Parks and Outdoor Recreation
Office of Boating Safety
550 W. 7th Avenue, Suite 1370
Anchorage, AK 99501-3561